

National Transportation Safety Board  
Washington, DC 20594

Brief of Accident

Adopted 03/09/1993

ATL92FA024  
File No. 2039

11/16/1991

DESTIN, FL

Aircraft Reg No. N951FE

Time (Local): 06:10 CST

Make/Model: CESSNA / 208B  
Engine Make/Model: P&W / PT6A-114  
Aircraft Damage: Substantial  
Number of Engines: 1  
Operating Certificate(s): Cargo  
Name of Carrier: BARON AVIATION SERVICES INC.  
Type of Flight Operation: Non-scheduled; Domestic; Cargo  
Reg. Flight Conducted Under: Part 135: Air Taxi & Commuter

	Fatal	Serious	Minor/None
Crew	1	0	0
Pass	0	0	0

Last Depart. Point: MEMPHIS , TN  
Destination: DESTIN , FL  
Airport Proximity: Off Airport/Airstrip

Condition of Light: Night/Dark  
Weather Info Src: Weather Observation Facility  
Basic Weather: Instrument Conditions  
Lowest Ceiling: 100 Ft. AGL, Broken  
Visibility: .00 SM  
Wind Dir/Speed: Calm  
Temperature (°C): 15  
Obstr to Vision: Fog  
Precipitation: None

Pilot-in-Command Age: 61

Flight Time (Hours)

Certificate(s)/Rating(s)  
Airline Transport; Multi-engine Land; Single-engine Land  
Instrument Ratings  
Airplane

Total All Aircraft: 12400  
Last 90 Days: 275  
Total Make/Model: 2142  
Total Instrument Time: 2910

THE PLT CTCD APCH CTL & WAS GIVEN THE WX AS SKY PTLY OBSCD, CEILING 100 FT, VIS 1/16 MI WITH FOG, WIND CALM. THE PLT THEN REQUESTED A SURVEILLANCE RADAR APCH TO RWY 14, TO BE FLWD BY A SURVEILLANCE APCH TO RWY 32, IN THE EVENT OF A MISSED APCH FROM RWY 14. THE PUBLISHED APCH MINIMUMS WERE 1-1/4 MI VIS, CEILING 460 FT MSL (438 FT AGL). THE RADAR CTLR OBSERVED AN ALT READOUT THAT WAS BELOW THE PUBLISHED MINIMUMS & ADZD THE PLT TO EXECUTE A MISSED APCH. NO RESPONSE WAS RCVD FROM THE PLT. THE ACFT WAS FND FLOATING IN THE BAY APRX 2 MI FORM THE END OF THE RWY. ANOTHER PLT (BASED AT THE SAME FACILITY) STATED THAT THE TWO PLTS HAD, ON NUMEROUS OCCASIONS, ATTEMPTED THE APCH AT TIMES WHEN THE WX WAS RPRTD TO BE LESS THAN THAT REQUIRED FOR THE APCH.

Brief of Accident (Continued)

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. WEATHER CONDITION - FOG
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. (C) MINIMUM DESCENT ALTITUDE - DISREGARDED - PILOT IN COMMAND
6. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

THE PILOTS FAILURE TO FOLLOW INSTRUMENT FLIGHT RULES PROCEDURES BY DISREGARDING THE MINIMUM DESCENT ALTITUDE FOR THE APPROACH AND FAILING TO MAINTAIN CLEARANCE FROM THE TERRAIN. A FACTOR IN THE ACCIDENT WAS THE PILOT'S OVER CONFIDENCE IN HIS PERSONAL ABILITY.